



IEC, June 28, 2023

Planning for an E Scooter Pilot

Summary:

In January 2020, the province began a five-year pilot project allowing municipalities to regulate the use of electric kick-scooters ([Electric kick-style scooters \(e-scooters\) | ontario.ca](#)).

In 2021, Toronto chose not to partake in the pilot project, largely because of concerns raised by the disability community about e-scooters being ridden and littered on the sidewalk. As a result, e-scooters are not for rent in Toronto, and cannot lawfully be operated in public space. Nevertheless, many individuals own and use them on city streets, sidewalks, bike lanes, etc..

E scooters can offer a valuable micro mobility option that can help Torontonians get around in a congested city, and help Toronto meet its TransformTO climate goals. E-scooters are inexpensive, use very little energy, take less road space than other micro-mobility options, create no pollution at the point of use, can be used without physical effort and in virtually any clothing, and are widely considered fun to use. They can be folded and carried on transit when bikes and other “last mile” options cannot.

However, e-scooters pose serious risks to pedestrians, especially people with disabilities, particularly if they are operated and parked on the sidewalk, and they have often been operated without insurance. The city has no resources available to devote to enforcement of e-scooter compliance. There have also been a significant number of injuries to e-scooter riders, especially when riding without helmets. Toronto’s streetcar tracks and potholes pose a greater risk to e-scooters, with their comparatively small wheels and wheelbases, than they do to bicycles and larger vehicles.

Some e-scooter companies claim that, since 2021, they have developed technology that prevents their e-scooters from operating on the sidewalk, have obtained adequate insurance and have otherwise addressed these concerns. *The onus of proof would be on the providers of the e-scooters, under realistic and representative Toronto conditions.*

As well as many other cities around the world, several Ontario municipalities permit the use of e-scooters, including [Ottawa](#), Durham ([By-law 23-2022](#)) and [Brampton](#).

The Toronto Parking Authority is interested in exploring whether to add e-scooters to its very successful Bikeshare program, as some other cities have done. The opportunity to do so under the province's 5 year pilot will expire in 2025.

Recommendations:

1. Infrastructure and Environment Committee direct the General Manager, Transportation Services, in consultation with the Toronto Parking Authority, the Executive Director, Environment and Climate, other relevant divisions, agencies, boards and commissions and key stakeholders including the Accessibility Advisory Committee, to report back to the February 2024 meeting of Infrastructure and Environment Committee on a Micromobility Strategy as part of a comprehensive "Active Transportation Network" for the City of Toronto.
2. Infrastructure and Environment Committee request that the report include recommendations concerning a possible E-Scooter Rental Pilot Project with the following characteristics:
 - a. The pilot project would be managed by the Toronto Parking Authority, and integrated with its successful BikeShare program.
 - b. The pilot project would begin in the summer of 2024.
 - c. The pilot project would be limited in geographic scope and in the number of e-scooters deployed.
 - d. The pilot project would collect detailed data on its claimed climate benefits, e.g. how many fossil-fuel vehicle trips it displaces.
 - e. The pilot project would collect detailed, up to date data on all injuries and collisions.
 - f. The e-scooters selected for the pilot would have technology proven to be effective in preventing the motorized riding of the e-scooters on Toronto sidewalks and other inappropriate locations.
 - g. The e-scooters would meet appropriate safety standards for use on Toronto roads in realistic and representative conditions, including our growing number of potholes.
 - h. The e-scooters would have appropriate speed limits and would require the riders to wear helmets.
 - i. The e-scooters would only be parked in designated docking locations, never on the clearway portion of public sidewalks.

- j. The e-scooters would have appropriate warning sounds to give pedestrians adequate notice of their approach.
 - k. The e-scooters would be covered by appropriate first party and third party liability insurance, which would also be available to an injured pedestrian if the rider could not be identified.
 - l. The city would be fully indemnified against all resulting claims.
 - m. The pilot project would be terminated if undue injuries occur.
3. Infrastructure and Environment Committee request that the report evaluate:
 - a. the impact of the possible E-Scooter Rental Pilot Project on utilization of City resources, including police and municipal licensing;
 - b. whether restrictions should be imposed on stationing e-scooters near establishments that serve alcohol to the public, or otherwise on use of e-scooters while intoxicated;
 - c. whether a rental e-scooter program will encourage the sale of e-scooters that do not have the protections described in this motion;
 - d. what options the City has to ensure that privately owned scooters have adequate insurance, speed limits and other protections for vulnerable road users, and
 - e. how other North American cities manage the risks that e-scooters pose to pedestrians and other vulnerable road users.
4. Infrastructure and Environment Committee direct the General Manager, Transportation Services, in consultation with the Toronto Parking Authority, the Executive Director, Environment and Climate, other relevant divisions, agencies, boards and commissions and key stakeholders including the Accessibility Advisory Committee, to report back to the February 2025 meeting of Infrastructure and Environment Committee on the results of the possible E-Scooter Rental Pilot Project, if it takes place.
5. City Council request Transport Canada to regulate harmonized micromobility vehicle safety, standards, testing and labelling, and conduct robust consultation with key stakeholders on universal accessibility, active transportation, and road safety, given the importance of consumer safety and protection, as well as clarity for businesses that manufacture, import, distribute, retail and provide insurance products for micromobility.
6. City Council request the General Manager, Transportation Services, in consultation with the Medical Officer of Health, to consult with accessibility stakeholders to develop a public education campaign to effectively convey the

existing By-laws on the prohibition of e-scooters use in all public spaces.

Sincerely,

Councillor Dianne Saxe
Ward 11, University–Rosedale